

HANDLE VIA [REDACTED]
CONTROL SYSTEM

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[REDACTED] 9239-70
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23 June 1970

MEMORANDUM FOR: Comptroller, OSA

SUBJECT: Annual Report to PFIAB

REFERENCE: [REDACTED] 9308-70, dated 15 June 1970, Same Subject.

1. When the President announced in February 1964 that the Air Force had developed a High Mach Interceptor this information was eagerly received both in this country and abroad. At this time there was great interest in an SST Program, but little concrete had been done.

2. As a result of the OXCART Program, advanced techniques were developed in High Mach aircraft, particularly in the use of titanium alloys and its machining, forging, fabrication, and assembly and in the technology involved in the J-58 engine.

3. On 8 March 1964, the British Minister of Aviation and a number of aides went to Edwards Air Force Base for a briefing on the A-12. This briefing was rather limited because no security procedure had yet been established as to what information could be disclosed.

4. On 9 March 1964, a briefing was held at Lockheed for controlled dissemination of information and technology to Lockheed's competitors and senior officials of various airlines. These people were fitting the role of consultants to FAA on supersonic aircraft.

5. On 26 October 1964, a briefing was held at Pratt & Whitney on the J-58 engine. Present were members of the FAA and senior officials of various airlines. This briefing was to make J-58 engine technology available for consideration of the SST Program.

6. In order to protect the OXCART Program from compromise and to allow the dissemination and exploitation of the technology derived from the development of the A-12, a new security system called UNLOCK was established. This system provided for three categories of information to be given out on a need-to-know basis.

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GROUP 1 Excluded from automatic downgrading and declassification

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7. In order to have a central point to pass out information and to pass on security clearances of those requesting the information, an office was established in April 1964 within the Air Force Systems Command. All data to be given out was to be under the guise of the SR-71 or the YF-12. No mention was to be made of the A-12 as a reconnaissance vehicle.

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8. At the request of the [redacted] in June 1970, Director of Special Activities requested Lockheed, to help in disclosing High Mach production and flight test data for use in industry for SST, Advanced Bomber, and fighter aircraft. [redacted] stated that the President's National Aeronautics and Space Council is charged with establishing cross talk between manufacturers in the aircraft industry to take advantage of current technology in order to avoid wasteful duplication of previous R&D. The Council submitted a list of questions which require answers from heretofore unreleased data. Lockheed [redacted] hesitant in the past to release much data because of security restraints and because they claim some data is proprietary [redacted] Lockheed has been asked in the national interest to answer the questions for the Council and has been told that they will be reimbursed for the costs of compiling this data.

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for because of security restraints and because they claim some data is proprietary [redacted] Lockheed has been asked in the national interest to answer the questions for the Council and has been told that they will be reimbursed for the costs of compiling this data.
as of the date of this report it appears they will comply.

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Deputy Chief

Contracts Management Division, OSA

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CMD/OSA/[redacted] NR(23 Jun 70)

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This would enable industry to take advantage of existing technology and avoid wasteful duplication of previous R&D.

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